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We beg to invite Ladies and Gentlemen to
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Hongkong, 2nd November, 1909. [1373]

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7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
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Hongkong, 1st April, 1909. [1260]

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The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government
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Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

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PRICES:

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For Pearson's Antiseptic Co., Limited.

[a1133]

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BEST AFRICAN IVORY BILLIARD BALLS,
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ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

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JOHN ROBERTS & CO. LD.,

BILLIARD TABLE MAKERS AND IVORY TURNERS,
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[1134-2]



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WHISKY.

MACKIE & CO. DISTILLERS LTD.,
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NOTE.—Any persons proved guilty of re-filling one empty bottle with inferior Whisky
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[a1465]

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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Crock Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a42] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1908. [a1341]

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APPROACH FROM KENNEDY ROAD AND
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Telephone No. 134.

Telegraphic Address: "SACHSOLA."

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throughout. Billiards, Tennis, Croquet,

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STANDING in its own grounds with Tennis

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Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

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Apply to—Mrs. F. W. WATTS.

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

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WHEN you may have ALL the Comforts

at less Cost at

THE WAVERLEY,

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Newly decorated and fitted with every modern

convenience.

Cuisine unexcelled.

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Terms, Just right!

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THE Hotel is under European manage-

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All comforts of a home.

A most pleasant retreat for those desirous for

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Comfortable accommodation for travellers

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Two steamers (s.s. *Sui An* and *Sui Tai*) daily to

and from Hongkong, and two steamers to and

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both these centres.

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[a156]

VICTORIA HOTEL

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SITUATED ON THE BRITISH CONCESSION.

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Both Hotels electrically lighted, and under

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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a1623]

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THE SWATOW DRAWN WORK Co.

have REMOVED from No. 38,

Wellington St. to their New Premises, No. 17A,

QUEEN'S ROAD - CENTRAL (lately

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Hongkong, 20th November, 1909. [1432]

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UNVARIED FOR
THE SAME TO DAY AS IN 1745.
150 YEARS.

SOLE AGENTS IN HONGKONG:
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and from ALL WINE MERCHANTS. [52]

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LADIES SAFE
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.
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Sold by all Chemists.
1454-3

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THERAPION

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In a remarkably short time, often a few days only, it cures all the most distressing symptoms of the urinary tract, such as cystitis, urethritis, etc., and restores the normal function of the bladder.

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For blood poisoning, skin eruptions, eczema, and all the various conditions of the skin, it is the most effective remedy known.

THERAPION No. 3

For rheumatism, sciatica, neuralgia, and all the various conditions of the nervous system, it is the most effective remedy known.

THERAPION No. 4

For the treatment of the various conditions of the digestive tract, it is the most effective remedy known.

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For the treatment of the various conditions of the respiratory tract, it is the most effective remedy known.

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For the treatment of the various conditions of the circulatory system, it is the most effective remedy known.

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For the treatment of the various conditions of the excretory system, it is the most effective remedy known.

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For the treatment of the various conditions of the reproductive system, it is the most effective remedy known.

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For the treatment of the various conditions of the endocrine system, it is the most effective remedy known.

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For the treatment of the various conditions of the immune system, it is the most effective remedy known.

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For the treatment of the various conditions of the integumentary system, it is the most effective remedy known.

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For the treatment of the various conditions of the musculoskeletal system, it is the most effective remedy known.

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For the treatment of the various conditions of the nervous system, it is the most effective remedy known.

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For the treatment of the various conditions of the circulatory system, it is the most effective remedy known.

THERAPION No. 15

For the treatment of the various conditions of the excretory system, it is the most effective remedy known.

SCIENTIFIC MISCELLANY.

EARTH SURVEYS BY PENDULUM—OUR DOUBLE ATMOSPHERE—SWEDISH ELECTRIC IRON—THE GAS TUGBOAT—COOKING IN ALUMINUM—FRENCH FORESTRY—SWEDISH FUEL—AN AUSTRIAN FIRE ENGINE—METAL HARDNESS IN COLD—A NEW ITCH.

The site of a vanished mountain range in India was curiously revealed by the pendulum some years ago, late observations having confirmed the discovery. The pendulum, as is well known, is deflected from the vertical by mountains, and in 1902 Col. Burrard, travelling southward, found that the northward deviation gradually diminished, then was followed by a deviation southward, that increased, reached a maximum, diminished, and was at last succeeded by a new deflection to the north. These observations, on the vast plain of northern India, could be explained only by assuming the presence of dense rocks where had once been a mountain range parallel to the Himalayas and 250 to 350 miles farther south. Since 1904 the pendulum has been taken along two lines perpendicular to the axis of the Himalayas—extending from Chattr, to Sandakphu and Amritsar to Multan—and these observations show that the deflection 250 miles south of the Himalayas may be due to a buried range, although some effect must be attributed to the deep depression between this place and the Himalayas.

Balloon soundings have gradually separated the air into two layers so distinct as to form really two atmospheres. The lower, up to eight or ten miles, grows colder with height, in the region of clouds and weather disturbances, contains two-thirds or three-fourths of the oxygen and nitrogen, still more of the carbonic acid gas, and practically all of the water vapour. The upper layer, dry and calm, floating on the lower much like oil on water, has a temperature that is fairly uniform or rises with increase in height from the earth.

Electric smelting has made such progress in Sweden that a ton of pig-iron produced by electric energy from natural water-power is estimated to cost about three-fifths as much as the charcoal for a ton in the ordinary Swedish furnace. The life of the electric oven is longer than that of the blast furnace, and the iron produced is of excellent quality.

The new suction-gas tumbler that has been tried this season promises relief from the smoke nuisance along the Rhine. Between Mayence and Cologne the dense clouds from continually passing tugboats have been a source of great annoyance, and have been ruining fine residences and valuable vineyards along the banks of the river. The *Kruppcher II*, the first of the new type of boats, has successfully steamed the strong current with cargoes of 350 tons in tow, proving very economical as well as smokeless. The lighter brown coal used is mined in the Rhine provinces and supplied at very low cost, and is fed into the producers by a simple automatic arrangement, with a great saving in labour. The cost of fuel for the gas engines is found to be from 50 to 70 per cent. less than that for the steam tugs now used.

To determine the possible contamination of foods by aluminum kitchen utensils, a German chemist has boiled aluminum foil in fresh and sour milk, wines, mineral waters and ten per cent. solutions of salts in common use. The boiling continued half an hour, and the foil showed no appreciable loss of weight from the action of sweet milk, red and white wine, sodium chloride, sodium nitrate, potassium iodide, potassium sulphate and potassium nitrate. The sour milk produced some loss of metal. The mineral waters, however, attacked the aluminum energetically, and the sodium bicarbonate, calcium sulphate and magnesium sulphate solutions also had strong action.

A little more than a century ago, 2,500,000 acres in the Landes, France, were shifting sand dunes and disease-breeding mephistophiles. The planting of pines has changed this to one of the most productive and healthful in France. Great forests have taken the place of the sand dunes and marshes, and the wool, charcoal, turpentine, resin and other industries have brought prosperity to what was the most desolate region in the country. Forests now cover 13 per cent. of France or 23,500,000 acres, cost annually 95 cents an acre, and yield a yearly income of \$5,000,000.

The bogs of Sweden, it is now estimated, would yield 10,000 million tons of air-dried peat. Compared with present coal imports, this would supply the country with fuel for 1,500 years.

A new electric fire-pump for the town of Waltham-on-Avon, built by the manager of the municipal electric station, is designed to throw more than 100 gallons of water through two lines of hose to a distance of 125 feet. The pump, motor and accessories are mounted on a four-wheeled horse-drawn car, and room is provided for seating four men in front and giving standing space to three in the rear. A ten horse-power 150-volt three-phase motor drives the pump. The motor on reaching a fire is connected to the electric mains by plug contacts or by hook couplings, and, as several hundred yards of cable can be carried, the pump can be operated in almost any place desired. In a height of 60 yards in a minute and a half after arrival. The advantages claimed included increased rapidity in getting into working order; reduced first cost, weight and space requirement; increased simplicity and safety in operation; and reduction in wear, tear and cost of operation. For a fire-extinguisher for factories, theatres, farms, etc., the same type of engine will be mounted on a two-wheeled barrow, to be used by one man.

In testing the effect of cold on hardness, F. Robin has tried bars of metals two inches long and one inch square, upon which a falling ball gave a blow of three tons. Three freezing mixtures were used—ice and calcium chloride producing a temperature of 4 deg. F. below zero; carbon dioxide snow and 95 per cent. alcohol, 112 deg.; and liquid oxygen and a very large proportion of nitrogen, 300 deg. below zero. Ordinary steel was greatly hardened in liquid air, the increase beginning suddenly at 112 deg. Fahrenheit, and reaching a maximum at 300 deg. Below zero, vanadium steel, molybdenum steel and rapid-cutting steel were but slightly hardened by the greatest cold. Quenched steels showed considerable change. Cast antimony was made much harder, but aluminum, copper, lead, tin and nickel were little affected.

Cement-makers' itch, one of the latest diseases due to occupation, is an intense itching resembling ring itch, but, instead of being caused by a parasite, it results from some chemical or mechanical action on the skin not yet understood.

"THE BRONCHO BUSTER."

(BY THE HORSE'S OWNER.)

Streaming with perspiration, half-blinded by dust, and clinging with numbed but tenacious fingers to the end of a hard twist rope, we were dragged round the corner for the second time. "Let go," gasped my partner, "we shall have to numb him to the face." "And break his neck," I suggested, "not much." "Stay with it!" And again we made a protesting, agonising circle, the ugly red roan at the other end of the rope still untired, and still apparently revelling in the ease with which he could drag more men in the dust. "Why?" he was probably asking himself, "why did his brethren capitulate to such feeble antagonists?"

But the "feeble antagonists" were fortified by the anger of humiliation, and for a brief moment held their captive with legs spread wide, nostrils dilated, and head held obstinately low. We breathed again, and my partner commenced to work his way gingerly up the rope towards the horse's head in approved fashion. In a flash it went up, and still up, and the fore feet with it, striking fiercely at the air, and descending with a third of obstinate defiance. Then, as though some fresh caprice had seized on its equine imagination, the horse turned, pirouetting on his hind legs like a ballet dancer, and dashed madly up the corner of the corral, leaving us seated in the dust. It was at this unfortunate moment that I became aware of one audience. He sat perched on the topmost rail of the corral in a blue shirt and tattered Angora chaps, smoking a cigarette and not even smiling. I noticed. So did he, and we adjourned to our 15 by 20 house.

In Europe our horse would have been called a hut, a hovel, or a slanty. In the United States, a shack, a cabin, or a lean-to, in the Canadian West it was—as I have said—a house. Our guest spoke twice during the meal—a fair average of table conversation for the Westerner—then we returned to the corral. The roan was amusing himself by trailing the hard twist rope at a gentle trot until it touched his heels, and then stopping to kick it viciously.

"Say," said the visitor, in a weary drawl, "you want this plug broke, don't you?" We admitted that such had been our intention, though he might not have thought it from our efforts. "Well, I'll fix him," he said, slowly, and without the least assumption, "you go and sit down some place." He stopped, leisurely, and picked up the rope end, carrying it round to the small of his back with his right hand, and grasping it firmly in front of him with the left. Then he braced his short, fur-clad legs and waited to be jerked into the dust. But there was a vital error somewhere in our calculations. The jerk came, but the man stood firm, and the horse swung involuntarily round to face his adversary. He, too, seemed to doubt the evidence of his eyes—the thing was so obviously impossible. But again and again it was repeated, the frightened rush to right or left always ending in a sudden check and turn, so that man faced horse.

Presently, hand over hand, without haste or hesitation, the man felt his way up the rope towards the horse's head, and with secret satisfaction he watched the roan answer these tactics as he had our own, roaring, striking with his fore feet, and descending with legs as granite pillars. But the man had given up rope, and now he was halfway to the horse's head, clear by perhaps a yard of the beating hoofs and crowing some horse language in a low, persuasive undertone. The animal stood stock still, seemingly to listen. The man's hand crept out and touched the horse's nose, stroking it gently with a finger, two fingers, the palm of the hand, finally working up to the side of the head to the tight-drawn nose about the neck, for all the world as one would tickle a trout. Very gingerly this was

loosened, the slack rope formed into a loop, passed through it and over the animal's nose. And so, for the first time in his life, Mr. Roan felt the unwelcome pressure of a head halter.

He did his best to show his disapproval, but it was an easy matter to hold him now, and to pull him first this way, then that, protesting every foot of lost ground, but always forced to concede it at last. The patience of the man was inexhaustible. At the end of a full half hour's apparently fruitless "pulling," with slow movement and unrelenting brow he would again feel his way along the rope to soothe the frenzied animal with murmured encouragement and gentle strokings.

The end came suddenly, as it often does in answer to a more than usually severe pull, the horse advanced two steps, he took three more of his own accord. It had occurred that by this means it could not only slacken the pressure of the rope on its nose but apparently satisfy the detestable little man with the furry legs, for he promptly turned a nonchalant back, and strode round and about the corral, with the horse following like a dog. "Get my saddle," he said, as he passed us. But the man found it necessary to draw the line somewhere. The halter, though undesirable, had been bearable, but for the ungainly structure of leather to be strapped to one's back, converting one's grace of line into the humped ugliness of a dromedary, was sheer insult. He reared and struck, snorted and kicked.

Very well. The detestable little man seemed equally content. He snubbed the rope to a corral post, felt his way along it, and after rubbing the bridle over the animal's face, slipped the bit between its teeth. Then he unhooked the rawhide lariat from his saddle. A turn of the wrist and the horse's fore feet were in the noose. A quick jerk and they were drawn together so that he stood, swaying perilously. In a twinkling the rawhide was snubbed to the fence, the saddle cinched into position, and the roan stood tasting for the first time the vile discomfort of a slightly-buckled girth. He shook his mane defiantly, bent the air with his trussed fore legs, and finally resorted to the "buck"—ducking his head, hunching his back, and leaping into the air. Twice this was repeated, and then, oh, ignominiously, the detestable little man's puny weight was thrown on the rawhide rope, and the roan landed sprawling in the dust.

By the time he had scrambled to his feet the halter rope was slipped from about his neck, and the man was in the saddle. For a full minute the horse stood, sulkily digesting this surprising condition of affairs. The weight of him was a mere nothing, what more simple than to throw us from the back of him and trample him in the dust? But at the first "buck" something pricked the horse's ribs; at the second the process was repeated, and at the third a black felt hat descended and "dusted" him from ear to tail. Round and round the corral they sped. "The horse," bucking, twisting, and squealing with rage; the man, shaken and jolted like a rag doll, yet whooping triumphantly. With the horse had "bucked" himself out, and settled in a steady, obedient gallop, the man drew rein, slid off over his flank, and came towards us with the rolling, handy-legged gait of the born rider. "Got any bad horses?" he inquired.

THE ROYAL COLONIAL INSTITUTE.

NEW MONTHLY REVIEW.

In connection with the efforts which are being made to "energise" the Royal Colonial Institute, it has been decided that an up-to-date Review of the Institute's work, and of the most effective means of widening its popularity and sphere of influence and increasing its popularity and usefulness. Accordingly, the existing Journal (which it has been customary to publish only during the lecture season, i.e., during eight months in the year) together with the Annual Volume of Proceedings, will be discontinued, and replaced from January 1, 1910, by a monthly Review under the title "United Empire," the motto of the Institute. The new Review will be considerably larger in size than the old Journal, and will contain as far as space permits to cover the whole field of Imperial activities. It will include editorial notes dealing with current questions of interest, papers by Fellows of the Institute, notes from the overseas Honorary Corresponding Secretaries, and a monthly record of notes and news covering not only the British Empire, but the Colonial possessions of other Powers. "United Empire" will be edited by Mr. Archibald R. Colquhoun, who has long been an active member of the Royal Colonial Institute. It will be supplied free to Fellows, and will be published to non-Fellows by Sir Isaac Pitman and Sons at the price of one shilling.



AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

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FARES TO LONDON—

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NORTH-BOUND.			
Leave—Shanghai (Steamer) ...	Thursday	Saturday or Sunday	
Arrive—Dairen (") ...	Saturday	Monday or Tuesday	
Ar.—Mukden ...	Sunday	Tuesday	Friday
Ar.— " ...	"	"	"
Ar.—Changchun ...	"	"	"
Ar.— " (Russian Train) ...	Monday	Wednesday	Saturday
Ar.—Harbin (") ...	"	"	"

Connecting at Harbin with

SOUTH-BOUND.			
Leave—Harbin (Russian Train) ...	11:25 a.m.	Tuesday	Thursday
Arrive—Changchun (") ...	9:40 p.m.	"	"
Ar.—Mukden ...	10:00 p.m.	Wednesday	Friday
Ar.— " ...	5:08 a.m.	"	"
Ar.—Dairen ...	5:20 a.m.	"	"
Ar.—Shanghai (Steamer) ...	3:00 p.m.	Friday	Sunday

*Russian Train Time is 23 minutes earlier than S. M. E. Time.

TICKET AGENCIES—The Company's Railway and Steamship Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

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IN 25 DAYS TO ITALY			
BY THE			
MAGNIFICENT N.D.L. LINERS:			
Tonn. Reg.			
"PRINCESS ALICE"—	10,911	ON MARCH 23RD.	
Capt. P. GROSCH.			
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Which meets your special need?
Each suits the climate.

SHIPPING.

ARRIVALS.

ASCANIA, German str., 1,291, Clausen, 21st Dec.—Wuhu 16th Dec, Rho—Hamburg—America Line.
 BEDFORD, British str., 9,800, E. H. Horbert, 21st Dec.—Shanghai 18th Dec.
 FRANKLYN, British str., 3,161, W. H. Splatt, 21st Dec.—Philadelphia via Durban 20th Nov. Case Oil—Standard Oil Co.
 HATMUN, British str., 656, J. W. Evans, 21st Dec.—Swatow 20th Dec, General—Douglas, Lapraik & Co.
 KONGWAI, German str., 1,115, J. Kahlor, 21st Dec.—Bangkok 12th Dec, Rho and Teakwood—Butterfield & Swire.
 KIANG PING, Chinese str., 1,222, Uden, 21st Dec.—Canton 15th Dec, General—China.
 KURUGOW, British str., 1,240, W. B. Brown, 21st Dec.—Tientsin 12th Dec, General—Butterfield & Swire.
 KUMANO MARU, Japanese str., 3,147, M. Winkler, 21st Dec.—Yokohama 11th Dec, General—Nippon Yusen Kaisha.
 KUTSANG, British str., 4,200, R. C. D. Brady, 21st Dec.—Singapore 19th Dec, General—Jardine, Matheson & Co.
 OCEANIC, French str., 5,322, Sellier, 21st Dec.—Marseilles and Saigon 18th Dec, Mail and General—Messageries Maritimes.
 RUI, British str., 1,618, R. W. Almond, 20th Dec.—Manila 18th Dec, General—Shewan, Tomes & Co.
 SEXTA, German str., 992, N. Jensen, 20th Dec.—Tegal 12th Dec, Sugar—Java-China—Japan Line.
 WONGKOL, German str., 1,119, W. Reher, 21st Dec.—Bangkok 9th and Swatow 20th Dec, Rice and General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

21st December.
 ASCANIA, German str., for Canton.
 FRANKLYN, British str., for Shanghai.
 HIRANO MARU, Jap. str., for Singapore.
 Hong Wan I, German str., for Amoy.
 KIANG PING, Chinese str., for Canton.
 Kueichow, British str., for Canton.
 SINGAN, British str., for Hoihow.
 Sooka Maru, Japanese str., for Swatow.
 Tjiboda, Dutch str., for Yokohama.

DEPARTURES.

21st December.
 FOOSHING, British str., for Milko.
 HATMUN, British str., for Swatow.
 HONGKONG, French str., for Haiphong.
 HIN CHANG, Chinese str., for Shanghai.
 JAPAN, British str., for Singapore.
 NINGPO, British str., for Shanghai.
 ONSANG, British str., for Gungy.
 PEMBROKE, British str., for Shanghai.
 PERKUS, British str., for Amoy.
 SHANGHAI, British str., for Shanghai.
 SYRIA, British str., for Manila.
 THAK, British str., for Europe.
 TOSKIN, French str., for Europe.

SHIPPING REPORTS.

The German str. *Kongwai* reports: Strong N.E. monsoon and big sea.
 The British str. *Haimun* reports: Had fresh N.E. winds and fine cloudy weather.
 The British str. *Rubi* reports: Moderate to fresh monsoon and high sea to the South.

VESSELS IN DOCK.

December 21st.
 KOWLOON DOCK—H.M.F.M.S. *Rainha*, *Amelia*, *Hilary*, *Rio Lima*, *Pronto*, *Oncang*.
 TAIKOO DOCK—*Hewitt* *Iben*.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

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THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 25th December, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MORAN" 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "DELTA," due in London on the 19th February, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th December, 1909.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

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Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG, as above about END OF JANUARY, and BEGINNING OF MARCH, respectively. N.B. "Pembroke" calls at Marseilles.

FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS.

Hongkong, 14th December, 1909. [1461]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	F. & C. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—	C. R. Longdon, R.N.R.	F. & C. S. N. Co.	About 25th inst.
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 19th Jan.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRISGAVIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 5th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SENDEMBIA	Ger. str.	—	Eckhorn	HAMBURG-AMERICA LINE	On 15th Jan.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	K. W.	V. Dohren	HAMBURG-AMERICA LINE	On 15th Jan.
COPENHAGEN & BALTIC PORTS	INDIEN	Swed. str.	—	—	MELCHERS & Co.	On 3rd Jan., at 1 p.m.
MARSEILLES, &c., VIA PORTS OF CALL.	POLYNESIAN	French str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 5th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	Selmer	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, BREMEN & HAMBURG	SURVIA	Ger. str.	K. W.	—	MELCHERS & Co.	About 5th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CANTON	Ger. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th Jan., at D'light
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KAMO MARU	Jap. str.	K. W.	Brehmer	HAMBURG-AMERICA LINE	On 20th Jan.
MARSEILLES, LONDON & ANTWERP	SYTHONIA	Brit. str.	—	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 25th Jan.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PEMBROKESHIRE	Ger. str.	—	B. Wilhelm	MELCHERS & Co.	On 29th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	GOEBEN	Aus. str.	—	E. Nitscho	SANDER, WIELER & Co.	On 28th inst., at Noon.
NEW YORK	E. F. FERDINAND	Brit. str.	—	—	DODWELL & Co., Ltd.	To-day.
NEW YORK	SHIMOSA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 25th inst.
NEW YORK	BRACMAR	Brit. str.	—	—	DODWELL & Co., Ltd.	On 19th Jan.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	VANDALIA	Ger. str.	K. W.	Karberg	HAMBURG-AMERICA LINE	On 1st Jan., at 7 a.m.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	EMPEROR OF JAPAN	Brit. str.	2 m.	J. Boyd	DODWELL & Co., Ltd.	To-day.
VANCOUVER VIA JAPAN PORTS	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 15th Feb., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 8th Jan.
VICTORIA, B.C., & SEATTLE, &c.	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 19th Jan.
VICTORIA, B.C., & SEATTLE, &c.	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 21st Jan., at Noon.
YOKOHAMA, &c., VIA JAPAN PORTS, &c.	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 25th Feb., at Noon.
AUSTRALIAN PORTS VIA MANILA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 31st inst., at D'light
AUSTRALIAN PORTS VIA MANILA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 8th Jan., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 21st Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 5 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 14th Jan., at Noon.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at Noon.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	Quick despatch.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	About 1st Jan.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at Daylight
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 3rd Jan., p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	About 24th inst.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 3 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 25th inst., at D'light
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 26th inst., at D'light
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	About 29th inst.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 30th inst., at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 2nd Jan., at D'light
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 4th Jan.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 5th Jan.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 15th Jan.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 17th Jan.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	Quick despatch.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at 8 a.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	About 26th inst.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 26th inst., at 10 a.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at 10 a.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at 10 a.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 28th inst., at 10 a.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at 9 a.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 28th inst., at 3 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 28th inst., at 3 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 31st inst., at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 1st Jan., at Noon
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at 5 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 28th inst.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 28th inst., at 4 p.m.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at Noon.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 31st inst., at Noon.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 5th Jan., at Noon.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at Noon.
YOKOHAMA & YOKOHAMA	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	Quick despatch.

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Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
ATYMERIC	4,363	J. Boyd	On 22nd December.
SUVERIC	6,232	S. Shorton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
RUMERIC	6,232	J. Mathie	On 10th March.
ATYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 8th December, 1909.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SELLER	Thursday, 23rd Dec., at 5 p.m.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN" Capt. B. WILHELM	Wed. day, 29th Dec., at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. G. MEINERS	About Wed. day, 29th December.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 31st Dec., at D'light
YOKOHAMA & KOBE	"COLENZ" Capt. H. RAEGENER	About Saturday, 8th January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 20th December, 1909. [15]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.

From St. John, N.B.

"EMPERESS OF JAPAN" SAT., 1st Jan.

"EMPERESS OF CHINA" SAT., 29th Jan.

"EMPERESS OF INDIA" SAT., 26th Feb.

"EMPERESS OF JAPAN" SAT., 26th Mar.

"EMPERESS OF CHINA" SAT., 23rd April.

"EMPERESS OF INDIA" SAT., 23rd April.

"EMPERESS OF JAPAN" SAT., 23rd April.

"EMPERESS OF CHINA" SAT., 23rd April.

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"EMPERESS OF JAPAN" SAT., 23rd April.

"EMPERESS OF CHINA" SAT., 23rd April.

"EMPERESS OF INDIA" SAT.,

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 24th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 25th Dec.	See Special Advertisement.
LONDON and ANTWERP	PALAWAN	About 29th Dec.	Freight and Passage.
ANG, COLOMBO, PORT SAID and MARSEILLES	Capt. C. R. Longdon, R.N.R.	Dec.	
SHANGHAI MOJI, KOBÉ and YOKOHAMA	SUMTRA	About 1st Jan.	Freight and Passage.
	Capt. C. J. Benton	Jan.	

E. A. HEWETT, Superintendent.

Hongkong, 22nd December, 1909.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIKONG	"HINAN"	On 22nd Dec., 9 A.M.
SINGAPORE, BATAVIA, SAMARANG, SOERABAYA, and CEBU and ILOILO	"CHIHAI"	On 22nd Dec., Noon
SHANGHAI	"KAIFONG"	On 22nd Dec., 4 P.M.
CHINKIANG	"LINAN"	On 23rd Dec., 4 P.M.
NINGPO and SHANGHAI	"PAOTING"	On 23rd Dec., 4 P.M.
SHANGHAI	"KANOW"	On 24th Dec., 4 P.M.
MANILA	"CHINHUA"	On 26th Dec., 4 P.M.
SHANGHAI	"TAMING"	On 28th Dec., 4 P.M.
MANILA	"CHENAN"	On 30th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Jan., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 8th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd December, 1909.

Telephone 36.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

Next Sailings from HONGKONG: HOMEWARD.

OUTWARD.

For SHANGHAI, KOBÉ and YOKOHAMA:

S.S. BRASILIA ... 5th Jan.

S.S. SEGOVIA ... 15th Jan.

S.S. SAMBLA ... 2nd Febr.

S.S. ANDALUSIA ... 9th Febr.

S.S. SAXONIA ... 17th Febr.

S.S. O. FERD. LAEISZ ... 27th Febr.

S.S. AMBRIA ... 12th March.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st December, 1909.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of Dec.	JAPAN	Second half of Dec.
TJIMAH	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJIKINI	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIPANAS	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJILATAP	JAVA	First half of Jan.	JAPAN	Second half of Jan.
TJILIWONG	JAVA	First half of Jan.	SHANGHAI	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBÉ and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., at Noon, 1910.

The Co's Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 23rd Dec., at Daylight
TAMSUI via SWATOW, AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 26th Dec., at 10 A.M.
TAKAO (DIRECT)	"SHIBETOMO MARU" Capt. S. ARSUMI	About, 26th Dec., at Noon
ANPING via SWATOW, AMOY	"SOSHU MARU" Capt. K. SUGI	WEDDAY, 22nd Dec., at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
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Steamer	Tons	Leave	Due	Due
ARCADIA	7000	February 5	March 5	March 11
ASSAYE	7500	February 19	March 19	March 25
DELTA	8000	March 5	April 2	April 8
MACEDONIA	10500	March 19	April 16	April 22
DEVANHA	8000	April 2	April 30	May 6
ASSAYE	8000	April 16	May 14	May 20
DELTA	7500	April 30	May 28	June 3
DELHI	8000	May 14	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at BRINDISI.

Accommodation on the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £103.14 RETURN £143.10

2nd " £43.10 " £72.12 " £105.10

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	Hongkong	LONDON

STEAMERS	Tonnage	Leave	Due
* SYRIA	5600	January about	26 March
* SUMATRA	5600	February	9 March
* NYANZA	4700	February	23 April
* SUNDIA	4670	March	23 May
* MALTA	6050	April	20 June
* SARDINIA	5570	May	4 June
* NORE	5700	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.10 SINGLE £82.10 RETURN £107.10

2nd " £33.10 " £57.10 " £80.10

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:—

E. A. HEWETT, SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TANGO MARU Capt. A. Christensen	8,000	WED'DAY, 5th Jan., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th Jan., at Daylight.

VICTORIA B.C. & SEATTLE (NABA MARU leaving Hongkong 5th Jan., due Kobe 13th Jan., connects) ...	AWA MARU Capt. A. Keith	6,500	WED'DAY, 19th Jan., from YOKOHAMA.
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VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects) ...	SANUKI MARU Capt. K. Homma	6,500	SATURDAY, 29th Jan., from Kobe.
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 24th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 21st Jan., at Noon.

NAGASAKI, KOBÉ and YOKOHAMA ...	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 22nd Dec., at Noon.
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MOJI, KOBÉ & YOKOHAMA ...	AKI MARU Capt. K. Sato	7,000	FRIDAY, 24th Dec., A.M.
	YAMADA MARU Capt. C. H. Butler	6,500	FRIDAY, 24th Dec., at 5 P.M.

BOMBAY via SINGAPORE and COLOMBO ...	TAKASAKI MARU Capt. A. Meeker	5,000	TUESDAY, 28th December.
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SHANGHAI, MOJI and KOBÉ ...	TOTOMI MARU Capt. R. Smith	4,500	TUESDAY, 4th January.
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NAGASAKI, KOBÉ and YOKOHAMA ...	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 14th Jan., at Noon.
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* Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

